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SOLE AGENTS—	H. PRICE & CO.

Hongkong Daily Press.

ESTABLISHED 1857

"GRAND PRIX" PARIS 1900.
The Highest Possible Award.
JOSEPH GILLOTT'S PENS.
Of Highest Quality, and having
Greatest Durability are therefore
CHEAPEST.
The Only Award, Chicago, 1893.
NUMBERS FOR USE BY BANKERS
Barrel Pens, 225, 220, 202.
Ship Pens, 832, 900, 227, 166, 404, 700
In Fine, Medium, and Broad Points.
The New Turned-up Point 1032.

No. 13,546 號陸十肆百伍千叁萬壹第 日亥十式月陸年柒十二緒光 HONGKONG, TUESDAY, AUGUST 13TH, 1901. 式拜禮 號卷十月捌年壹零百九千壹英港香 PRICE, \$21 PER MONTH

CHAMPAGNE

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLENDED WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG.

Price \$10.75 per dozen

NET

"SPECIAL BLEND" WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies

Apply to SIEMSSSEN & CO., Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY LIMITED
TIME TABLE.

WEEK DAYS.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
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NIGHT CARS.
SUNDAYS.
Extra cars at 11.30 p.m. and 11.45 p.m.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40 Queen's Road Central, JOHN D. HUMPHREYS & SON, General Managers, Hongkong, at April, 1901.

VICTORIA CYCLE EMPORIUM.

THE pleasure of cycling consists in having a first-class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLY" CYCLES, and we also supply fittings of every description. Bargains can be had in second-hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

MCKIRDY & CO., 43, Queen's Road East, Hongkong, 14th April, 1901.

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
\$5.50 per Cask of 375 lbs., net ex Factory.
\$3.30 per Bag of 250 lbs.
SHEWAN, TOWERS & CO., General Managers, Hongkong, 1st June, 1901.

NOTICE.
I HAVE THIS DAY RESUMED my DENTAL PRACTICE.
WM. MACLEOD, D.D.S., RECONSTITUTED ARCADE, Hongkong, 1st August, 1901.

JOHNSON'S DIGESTIVE TABLETS

THE GREAT REMEDY FOR INDIGESTION, DYSPESIA, FLATULENCY AND ACIDITY OF THE STOMACH.

VICTORIA DISPENSARY.

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES, DEVELOPING AND PRINTING UNDERTAKEN.

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IF YOU DO DRINK

WHISKY DRINK THE BEST
IF YOU WANT THE BEST SCOTCH HAVE

OUR 10 YEARS' OLD DUNDEE.

IF YOU WANT THE BEST AMERICAN HAVE
CYRUS NOBLE OLD BOURBON
OR O.P.S. PURE OLD RYE.

SOLE AGENTS—

WATKINS, LIMITED,

66, QUEEN'S ROAD CENTRAL.

LANE, CRAWFORD & CO.

HAVE JUST RECEIVED THEIR

FIRST SEASON'S CONSIGNMENT

OF

FRENCH ISIGNY BUTTER.

ABSOLUTELY THE BEST AND FINEST THAT IS IMPORTED.

NO OTHER BUTTER CAN COMPARE WITH THIS.

PRICES:—

Per 1 lb tin ... 80 cents. Per 2 lb tin ... \$1.50

LANE, CRAWFORD & CO.

COTTAM & CO.

(JUST RECEIVED)

STRAW BOATING HATS AND PANAMA FOLDING HATS.

"SNOWS" FAMOUS ANGLO-AMERICAN

BOOTS AND SHOES.

[n.41]

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FOR SALE.

THE INTERNATIONAL LIBRARY OF FAMOUS LITERATURE, 20 VOLUMES, BEAUTIFULLY BOUND; AND INCLUDING A PORTFOLIO OF VERY FINE ENGRAVINGS, \$150.

VERY POPULAR NOVELS, &c. 35 cents each.

Marquess of Lossis, by Geo. Macdonald. Melville, by Geo. Macdonald. Jubilee Book of Cricket, by Prince Rajitsinhji. Eben Holden, by Bacheler.

White Company, by Conan Doyle. Boots Baby, by John Strange Winter.

The Black Card, by Lys. The Potter's Thumb, by Annie Steele.

The House of Mystery, by March.

[n.37]

REMINGTON TYPEWRITERS

WITH ALL REQUISITES.

SIEMSSSEN & CO.

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NEW STOCK OF

HUNTLEY AND PALMER'S BISCUITS

ALL KINDS

FRENCH FANCY BISCUITS

LEFEVRE, UTILE, LU-LU

G. GIRAUT. 6, QUEEN'S ROAD.

B. J. BARLOW,
CONSULTING ENGINEER, SURVEYOR
AND CONTRACTOR.

NOTICE.

THE GOVERNOR invites the Members of the Community to meet His Excellency in the COUNCIL CHAMBER TO-MORROW (WEDNESDAY), the 14th instant, at Noon, with a view to taking steps to carry out the suggestion of the Secretary of State that the Colony of Hongkong should contribute towards a Memorial of Her late Majesty Queen Victoria.

By Command,
(Sd.) J. H. STEWART LOCKHART, Colonial Secretary, Hongkong, 12th August, 1901.

[2049]

EMPLOYMENT WANTED.

BY a thorough English-speaking, West-Indian-born Chinese, with good commercial knowledge, a Situation as Salesman, Interpreter, Clerk, Bookseller, Store Assistant, or Comptredore. Good references.

Address—

W. I., Care of Daily Press Office, Hongkong, 19th August, 1901.

[1376]

WANTED.

A N EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by letter, stating experience and enclosing copies of testimonials, &c., to THE MANAGER, Craigieburn Hotel.

Hongkong, 8th August, 1901.

[2012]

WANTED.

GOOD JOBBING COMPOSITORS.

Permanency for competent men.

Apply at—Daily Press Office.

Hongkong, 30th July, 1901.

[1910]

IMPERIAL BANK OF CHINA.

WANTED.

A N experienced man of business to act as COMPREDORE from next China New Year.

Full particulars can be obtained on application to the undersigned.

For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Manager.

Hongkong, 31st July, 1901.

[1922]

WANTED.

JUNIOR CLERK (English). Salary \$150. Apply with testimonials to—Y. Z. X., Care of Daily Press Office, Hongkong, 8th August, 1901.

[2011]

Q UAN WAH & CO.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS.

DESIGNS & PRICES ON APPLICATION

At No. 1, Queen's Road East, Hongkong.

Hongkong, 17th October, 1901.

[1798]

For Terms, apply to 906a.

MANAGER.

EL CAPITAN PILSENER BEER

Can be recommended.

Per Case of 4 Doz. Qts. \$13.00

" " of 6 " Pts. \$13.00

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HONGKONG HOTEL

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout.

Wines and Groceries imported specially from Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by Machinery.

Bedroom Accommodation—132 rooms.

Fire Extinguishing Mains on every floor.

CHARGES MODERATE.

150

THE PEAK HOTEL.

City Office: 7, Duddell Street.

[905]</p

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LIMITED.

WINE AND SPIRIT MERCHANTS

SCOTCH WHISKY.

WATSON'S VERY OLD
LIQUEUR SCOTCH WHISKY.

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B L E N D.

Pronounced by Connoisseurs to be the
BEST BRAND in the FAR EAST.

Per Dozen \$15.90

The following Blends are also recommended, and are unsurpassed in quality:

Per Doz.

A.—THORNE'S BLEND \$10.80

B.—GLENORCHY, MELLOW

BLEND, a fine "Soda"

WHISKY of great age 10.80

C.—ABERLOUR-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest

Old Malt Scotch WHISKIES 14.40

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY

BIRTH.
On the 7th July, at Chaffont St. Giles, the
wife of A. G. Wise, of a son.
DEATH.
On the 23rd July, at Seoul, Korea, WILLIAM
DUPONT HUTCHISON, aged 43 years.

The Daily Press.
HONGKONG OFFICE: 14, DES VŒUX ROAD CL
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13th August, 1901

The risk of international complications is very much increased by the greater attention which is now apparently paid to public speeches, whether they be delivered before or after dinner. Speech-making, as far as we know, is not a habit which has spread in recent years. Complimentary banquets and public ceremonials have always been attended by oratorical displays, and the ability or inclination for addressing a dinner-party or a crowd has marked numberless men in the past. Unfortunately or fortunately—as it may be held—the practice of recording such speeches has not prevailed until quite recent times. It is the outcome, indeed, of journalism, and to journalism and telegraphy together must be ascribed the apparent importance attained by the speech-maker. Even within the past few years the competition of the newspaper trade has led to the result that many speeches which might otherwise have been left to the local journals, with a bare record elsewhere of their occurrence, are now known almost all over the world, it may be said, within a very short time from their delivery. Thus the orator has widened his appeal, and the after-dinner speaker must remember that his remarks will reach those who have not partaken of the same dinner with him and will look the more coldly on what he says.

The subject of the fictitious importance which is attached to utterances on convivial and ceremonial occasions is suggested by a discussion which has arisen over a remark made by General Sir ALFRED GASELEE at a tiffin given in his honour by the branch of the China Association at Kobe. General GASELEE said that "we should never have effected the relief of the Peking Legations without the help of our allies, the Japanese"—a remark which seems harmless enough in itself, but which has called down on the speaker's head some irate comments from non-British residents in Japan. By "we" or "our" it is argued, General GASELEE must have meant the British, and therefore he was arraigned to Great Britain and Japan the whole credit of relieving the

besieged Legations. It is of course, obvious that General GASELEE intended nothing of the kind, but the ambiguity of his expression gave his over-sensitive critics the text for their complaints. It is not long since Admiral Sir EDWARD SEYMOUR by his remarks on Britain's rivals at the banquet of the Shanghai branch of the China Association caused no small stir. And yet our late Admiral said nothing which was not recognised as true long before he spoke. In Europe recently we have seen still more absurd exhibitions of the way in which deep meanings can be extracted by the critics from utterances prompted merely by some special event. We have been reading in the home papers of the "great" motor-car race from Paris to Berlin. As the winner, a Frenchman, arrived at his destination, remarkable scenes occurred. French flags waved beside German, and bands played the "Marseillaise." Certain minor German celebrities then proceeded to improve the occasion by expatiating on the friendship between France and Germany and apparently got themselves taken seriously. At any rate, the newspapers have commenced to discuss the chances of a Franco-German rapprochement and the influence which such an event would have on the politics of Europe. This is, indeed, a curious result from a little gush over a motor-car victory! We do not lose sight of the fact that Count von WALDERSEE has also paid his tribute to the Great French Nation, or that his sovereign earlier still made one of his remarkable speeches over the closer union between France and Germany owing to their soldiers fighting side by side in China. But, had not M. FOURNIER won the motor-race, and the Duke of RATHBORN been effusive over his victory, it is certain that we should never have had all this discussion about political changes. The German Emperor in his capacity of orator has been particularly the victim of the exaggerating critics. In fact so much has he suffered at their hands that his printed speeches are not all, it would appear, personally edited in the manner in which certain Hongkong speakers would have their speeches brought out. Really, in many ways, an extension of this system would be excellent. The speaker could then always address to his particular audience the remarks which he wished to make at the moment, while his words to the world would be such as he ought to have spoken or as it would have been expedient for him to have spoken. The only other way to avoid the complications which may arise out of individual utterances is for the public generally not to attach undue importance to remarks either after dinner or before, at motor-car races, out of railway carriage windows, or elsewhere. This is the simpler solution of the difficulty. There is, however, no likelihood of its adoption. The spoken word, especially when translated into print, has a peculiar potency. He must be a painful speaker who cannot increase his apparent value in the eyes of the world when he stands up to speak.

Mr. Kemp, Acting Police Magistrate, having gone to the New Territory to try breaches of the law, there was no sitting in the Small Court yesterday morning.

Beaconsfield Arcade will soon be, if it is not already, out of the hands of the workmen, and, with its French grey walls, bright-coloured verandahs, and brick-red roof, looks like one of the enchanted palaces of the nursery. The tenants are moving in again.

During the 48 hours ending at noon yesterday there were reported two fresh cases of plague and two deaths (Chinese). Last week's figures were:—10 cases, 12 deaths. The week's cases, therefore, are fewer than they have been since the week ending 23rd March.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Benjamin, Kelly & Potts \$25

H. P. Tooker 5

The auction of landed property at Yaumati, held by Messrs. Hughes and Hough, proved a failure. A large crowd of Chinese gathered about, but no purchasers. There were six lots to be sold. The auction started with Lot 6, at an offset bid of \$1,500 and the bidding rose to \$3,000, when the lot was withdrawn. Lot 5 fared even worse: it was started at \$2,000 and had to be withdrawn at \$2,200.

The Australian Vandeville and Specialty Company give their last performance at the City Hall to-night, when it is to be hoped a crowded house will assemble to wish the company farewell. An attractive programme (the fourth change of bill since our visitors arrived) has been arranged for the final night. The company leave to-morrow morning by the s.s. *Kumsang* for Singapore.

The following example of how English is written may be seen in front of a barber's shop in Hollywood Road. It also shows a new style of addition which would do credit to an Indian Souper:—

For Sale 1 Setter red dog \$60

1 " " beach \$60

\$120

(Both training for shooting.)

The British gunboat *Pigmy* left yesterday morning for Canton and the transport *Mirant* for Taku. The transports *Iola* and *Chingtu* arrived yesterday from Taku.

All Chinese vessels before entering Tsingtao must now remain outside the Tsingtao bridge until examination shows that no contagious disease cases are carried aboard.

Tsingtao is evidently making rapid progress commercially. Latest advices state that within the previous four weeks no less than nineteen building lots were put up for auction by the government at the request of Chinese, and fetched a total of \$15,640.

The *Paravetta*, with the next English mail, left Singapore on the 11th inst., at noon, and may be expected here on Friday, about 8 a.m. This steamer brings replies to letters despatched from Hongkong on the 17th June.

An effort is to be made in Japan to commemorate the loyalty to his lord of Oishi Yoshio, the leader of the Forty-seven Ronin, whose story forms the most celebrated incident in Japanese feudal history, by the erection of a shrine on the estate he formerly held.

The *Ostasiatische Lloyd* of the 2nd inst. says that the Russians recently landed a great number of boxes during the night at Newchwang. The landing was effected with great secrecy, and the consignment is said to have consisted of a large amount of powder and ammunition.

According to a Japanese paper, France has applied to Governor Yuan for permission to survey the Grand Canal through Shantung. The French explain the application by the statement that they intend to run steamboats through the canal between Kiangtse, Shantung and Chihli to afford additional facilities for the return of the Court to Peking.

The Filipino leaders indignantly deny that the recently unearthed plots of the now Katipunan Society have any political significance. They are stigmatized as the hatching of a few lawless and discontented ex-insurgents, who only had joined the insurrection for the plunder they could get out of it, and not from any patriotic sentiment, and therefore peace and regular work for a livelihood does not suit them.

An *Awashi Shimpo* representative, interviewing General Yamaguchi on his return to Japan, elicited the following remarks from Li Hung-chang:—Li Hung-chang's physical condition is very pitiable. He cannot walk without aid, and he never enjoys a week of uninterrupted health. But he is nevertheless obliged to continue the negotiations with the Foreign Representatives. He continues also the various schemes and plots which have become second nature to him—a *rusu old contriver*.

Very bitter complaints have reached Japan from New Caledonia about the treatment of Japanese labourers sent there by the Toyo Ichi Kausha to work in the mines of a French Company. If even a part of the statement is true, a very disgraceful state of affairs exists. Tokyo newspapers are disposed to blame the emigration company as much as the French firm. They say that responsibility for the serious troubles which impend when the men are driven to desperation, will have to be borne by the agents as well as by the employers.

Railroads in Siam, according to the *L'Actual de Tonkin*, are a paying investment in Siam. Our Tonkin contemporary claims, however, that the line from Genoi to Sikia, somewhat over 1,000 kilometres, is run at a loss. The fault, the paper claims, lies in the use of a broad instead of narrow gauge, which doubled the cost of a construction. In spite of the gloomy outlook the line to Chengmai, some 800 kilometres—will be proceeded with. It is admitted by the *Bangkok Times* that this line passing through a sparsely settled country will not pay much from a shareholder's point of view.

The French Minister to Seoul is reported to have lodged the following demands with the Korean Government as an outcome of the rioting in Quelpart:—1. The Korean Government to pay 4,160 yen as compensation for damage done to the houses and property of the French missionaries in Quelpart. 2. 1,000 yen to be paid by the Korean Government for a Korean employee of a missionary, who was killed by the rioters. 3. The converts who were exiled in connection with the recent rioting not to be further punished. 4. A list of 50 rioters to be forwarded to the Korean Government for punishment according to Korean law.

The *Kobe Chronicle* comments on the attitude of our Captain Superintendent of Police toward the Press, and says:—"It appears there is considerable discontent among the Hongkong police, and presumably the action of Mr. May is in return for the strong criticisms of his conduct as head of the police that have appeared in the Hongkong papers. Judging from what appears in the Hongkong papers occasionally, there seems to be more liberty, as there is certainly more courtesy, on the part of officials in Japan than in a British Crown Colony, which seems to be made a refuge for official insolence and incapacity." The *Kobe Herald* says on the subject of the Captain Superintendent's remarks at the Sanitary Board meeting of the 25th June:—"We suggest to the Hongkong papers that some day they give a real and absolutely life-like verbatim report of the Hon. F. H. May and other speakers, including all the hums and hahs, the chs and other ejaculations, the hem-coop grammar, the asides, the emanulations, elisions, excisions and remandments, the retractions, retacaments, reiterations, refurbishings, recantings, corrections and recommodations, relevancies and irrelevancies, and all the other "touches of intimacy" known to the man who hears and repeats a speech, though unmarked by the name of the person who makes the speech." This will cure 'em. We have known it effect the cure."

The members of the Young Men's Christian Association, who have lately been in Boston to attend the jubilee of that Society, have recorded their disapproval of the nude in art, and are very severe upon the ladies who arranged for a meeting in a place where there were some nude statues. In a circular signed by the Methodist Bishop, Mallalieu, and other prominent members, a protest is made against "the holding of a reception, giving by the ladies auxiliaries to the Young Men's Christian Association delegates in the Museum of Fine Arts, on the ground of its being a place hardly proper for a mixed social gathering of young men and women, because of the presence there in many parts of the building of large numbers of fully developed and entirely nude masculine statues."

"Is there anything," ask these Young Christians, "in the magic word 'art' to condone indecency? How can the obscene exposure of the human form be any less potent in arousing thought when chiselled by a master-hand?" We fear that the sting of the statues must have lain in their being "fully developed."

The contact with the Young Christians may have been painful.

A dividend of 2½ per cent. for the half-year has been paid by the Nagasaki Hotel Co., Ltd.

The German Navy Association have decided to raise 200,000 marks for a river gun boat for use in China.

The plague is still virulently raging in Formosa, over 4,200 cases having been reported since January last.

The *D'Entrecasteaux*, which hoisted the flag of Rear-Admiral Bayle in the Far East, left Touen on the 10th ult.

Major F. V. Jeffreys, R.E., who has returned home from service in China, has been appointed to command the Field Depot, Royal Engineers, at Aldershot.

The Volunteer Fleet cruiser *Saratoff* left Odessa on the 9th ult. with a number of recruits for Port Arthur and a further party of colonists for the Ussuri district.

The death is announced in a London telegram of the 29th ult. of Sir Rayton Dixon, head of the well known iron shipbuilding firm at Middlesborough on Tees. He was 63 years of age.

The Chinese-mounted bandits who have been playing such havoc in Liactung lately have been completely suppressed. It is reported that the leader of the bandits surrendered to the Russians.

There are rumours in the American papers that President McKinley would like to give the Japanese mission to General Barnes, but California apparently wants to keep General Barnes to herself.

Major H. J. Cowan has left England for Weihsien to take up the duties of Commanding R.E. at that station in succession to Lieutenant-Colonel C. Penrose, who has been appointed Commanding R.E. at Gosport.

The cruiser *Nemesis* reached New York 46 days out from Hongkong. She is believed to have made the quickest trip for the distance of any man-of-war, her average speed being 14½ knots throughout the voyage.

The Washington State Department officials are not sanguine that Russia will retreat from her position on the question of retaliatory tariff measures. In official circles it is believed that Russia's treason for her policy of reprisals is to be revenged for the attitude assumed by the United States towards the Manchurian Convention.

The *Mizine*, sloop, is now out of dockyard hands. She was built by Messrs. Laird Brothers of Birkenhead, being laid down on Nov. 2, 1898. She is mounted with six 4-inch and four 3-pounder quick-firing guns, and when commissioned she will have a complement of 104 officers and men. She has been officially passed into the A Division of the Medway Fleet Reserve as completed for active service. She is expected to commission shortly for the China Station.

The Buddhist Lama, who visited Japan last month, met with a magnificent reception from the Japanese Buddhists. The Lama lost no opportunity of deducing from the conduct of the various troops in North China the superiority of Buddhism over Christianity. We cannot blame a theologian for turning available arguments to the advantage of his own creed, but the Lama might be asked what religion was professed by the perpetrators of the Boxer atrocities.

The following staff appointment is gazetted:—Colonel (local Major-General) G. L. R. Richardson, C.B., C.I.E., Indian Staff Corps, to command a Brigade at Shanghai with effect from the date of assuming duty. The following appointments are made to the Staff of the China Expedition:—Captains G. H. C. Colomb, Indian Staff Corps, to be a Deputy-Assistant Adjutant and Quarter-Master-General; J. J. P. Quinn, Indian Staff Corps, to be a Provost-Marshal; J. A. Douglas, Indian Staff Corps, to be a Special Service Officer.

The *Ostasiatische Lloyd* of the 2nd inst. says that little is heard of the disturbances in Chihli, but the Chinese authorities suppress all telegrams tending to give information on the subject, and news only can be obtained by means of letters, which certainly do not show the situation in a favourable light. According to all accounts obtained in this way, the disturbances are spreading. In Mongolia and Northern Shensi the riots are said to be increasing, though particulars are not obtainable. At Hsing-Hua-Chou, Fukien, the unruly element among the population is said to be gathering with a view to raising a rebellion.

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The contact with the Young Christians may have been painful.

SAFETY AND THEFT.

Chan Kam, for assaulting a shop-walker and robbing him of a bag of clothes and one silver dollar, received six weeks' hard labour.

UNLAWFULLY BOARDING STEAMER.

Four Chinese boarded the s.s. *Zembla* without the consent of her master and had to pay \$10 each.

In Lam, another unlawfully came on board the s.s. *America* and had to pay \$10 each.

UNLAWFULLY ROBBING CANOE-BOAT.

For unlawfully intercepting a canoe boat on the 29th inst., and robbing him of his money, Kwok Sing and another were fined \$1 each.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

GENERAL NEWS.

LONDON, 12th August, 12.15 p.m.

OBITUARY.

MACAO.

[FROM OUR CORRESPONDENT.]

MACAO, 10th August.

OFFICIALS AND GAMBLING.
A recent resolution of the Senate called forth a storm of righteous indignation from the rank and file of the municipal subordinate officers. The motion was brought forward by Mr. Edwards Marques and reads as follows:

"That all municipal officers, of whatever class belonging, shall be prohibited from frequenting the fatal gambling houses, under penalty of reprimand for the first offence, suspension from office for the second, and dismissal for the third."

The motion, being supported by the entire body of the Senators present at the sitting, with the single exception of the President, was duly passed. The President, in opposing the resolution both end and mail, delivered an excellent speech, the substance of which should be noted. In the course of his remarks he said, whatever the expediency or the good intentions of the mover of the resolution in urging its adoption, he felt it his duty to strenuously oppose a measure which, if enacted, would have the effect of restricting the individual liberty of the subject. True that the enactment would affect only a small number of persons as represented by the body of the officers in the municipal service, but he felt it none the less imperative to see that no law should be enacted, if only departmental—whose result would ensue the liberty which every citizen, in common with his fellow-subjects, has the inalienable right to enjoy. The resolution they were considering would have this effect. Moreover, the restriction is wholly inconsistent with the legislation of the colony. Gambling is not only tolerated, but is actually legalised by the laws of the country. It would also be unfair to the gambling farmer, since it would constitute an infringement of the privilege for which he pays a large sum yearly. The constitutional laws are explicit in their police, municipal, or Government regulations can be framed with the intention of inflicting punishments not specifically provided by law (Art. 486 of the Penal Code).

TWO COMMISSIONS.

The appointment of two Commissions of Enquiry is gazetted in a recent issue of the *Boletin Oficial*. The first in the Land Commission, having for its object the investigation of the titles of land in this colony and other kindred subjects. The wonder is that such an enquiry was not held long ago. The report should set at rest many a misapprehension as to the alleged existence of defective title-deeds and the re-adjustment of boundaries of existing lots. As to the latter head of inquiry it is suggested that several encroachments should be looked into. A similar question affords the Hongkong Land Commission much scope for useful work.

OUR BANKING SYSTEM.

The other Commission is to enquire into and report upon the system—or rather the absence of one—of banking in the colony. Bearing in mind the recommendations of the *Local Senate* to the National Congress, it is doubtful whether any measures calculated to supply the present deficiency will be recommended to Government. But it is not unreasonable to suppose that a master so closely associated with the roads, etc., connected with them. If the Admiralty assumes control, all this money will have been spent in vain—interesting news for the long-suffering British taxpayer!

In case of war it is argued that the fleet should not remain locked up in port, but would cruise outside. To fortify adequately would cost an enormous sum. Inadequate fortifications would only prove an additional source of weakness. Where experts differ, it is useless to another indication—if indication were wanting—that the two services do not and will not pull together!

If the decision of the Cabinet favours naval control of the island, military and civil headquarters might be moved to Maalto as early as this autumn—a good thing for some people. It is even reported that Queen's Hotel may be taken over after the season for the Commissioner's residence and for Government offices.

N.C. Daily News.

COREA.

Chemulpo, 27th July.

Yesterday the Corean Government issued an order that no rice or grain should be exported after date of the reception of this notice, the cause being that little short of a famine threatens the country. The whole country is in a most dreadful state. Chaldo, province, the greatest rice-growing district, has hardly a hundred fields planted with rice. Many farmers have planted other things in the old rice-fields and these also are fast dying for want of a little rain. I have just made a trip through the country from Fusan to Chemulpo, travelling about five hundred miles altogether, and from what I observed I should say that although rain may come, ruin and starvation await hundreds of farmers. The Corean Government has bought up all the rice in the stores and godowns of any size, and come what will something akin to famine must overtake the Coreans this winter.

The English gunboat *Brisque* arrived at Fusan on July 24th with Mr. Gubbins, who is Acting English Minister during Mr. Jordan's absence in England. She called at the way ports en route. Mr. McLeary Brown, Chief Commissioner of Customs, is going home, on leave it is said. All kinds of reports are going the rounds. Great changes have taken place in the customs within the last two weeks; Mr. Chalmers has gone from Chemulpo to take Mr. Brown's place in Seoul; Mr. Leport has been transferred from Fusan to Chemulpo; Mr. McOshane goes to Fusan. These changes will be subject to another before long. A former Fusan Customs Commissioner, Mr. Hunt, is again in Fusan with the object of repairing his old house. His rank in the Chinese Customs is that of full Commissioner and his return adds one more wonder to the many already connected with the Corean Customs.

Last night rain fell—the first for many weeks. Great joy filled the hearts of all at the much wanted rain. Great difficulty has been experienced in obtaining drinking water, and in consequence the washermen have raised the price of washing.

Everywhere, in all the open ports, important buildings and ships are being built. Most of these are of course Japanese, and Fusan takes the lead in this respect; then comes Chemulpo, where handsome godowns now line the Japanese Bund. Several fine stores are being built and some beautiful private residences for foreigners.

WEIHAIWEI.

Weihaiwei, 27th July.

THE FUTURE OF THE COLONY.
has been a matter for much discussion of late. A few days ago a telegram from London, the result, it is said, of a recent Cabinet meeting, put a stop to all work on the fortifications. According to native rumour the colony is to be handed over to Germany!

The real reason for the suspension of military works on Linkangtso is in all probability connected with the recent proposal to hand over the smaller coaling stations to the Admiralty. The final decision on the question is reserved for the next meeting of the Cabinet.

Present indications are that the island will be used entirely for naval purposes. The Commissioner will move over to the mainland. With him will go the military and civil headquarters, and the centre of gravity of our civil and governmental life will be in or near Maalto, to the north of the harbour.

THE NAVAL THEORY.

appears to favour the idea of using this port as a sanatorium and a supply-base where ships may provision and take in water, but to have it absolutely unfortified. Up till now, £20,000 and more has been spent on four forts and the roads, etc., connected with them. If the Admiralty assumes control, all this money will have been spent in vain—interesting news for the long-suffering British taxpayer!

In case of war it is argued that the fleet should not remain locked up in port, but would cruise outside. To fortify adequately would cost an enormous sum. Inadequate fortifications would only prove an additional source of weakness. Where experts differ, it is useless to another indication—if indication were wanting—that the two services do not and will not pull together!

If the decision of the Cabinet favours naval control of the island, military and civil headquarters might be moved to Maalto as early as this autumn—a good thing for some people. It is even reported that Queen's Hotel may be taken over after the season for the Commissioner's residence and for Government offices.

MODERN AND OBSOLETE ARTILLERY.

From a paper on "Modern Artillery" read recently before the Society of Arts by Lieut. A. T. Dawson (late R. N.) we extract the following remarks, which are of general interest:

I do not wish to pose in any way as an anarchist, for I am sure that the Government are endeavouring to do all that practically lies in their power to put our sea and land defences in order, but having regard to the activity that the other great nations of the world are showing in the employment of the most modern arms, to the exclusion of inferior and obsolete weapons, it is the duty of all to be alert in their support of Government measures to place our land defences, as well as our fleet, in possession of artillery second to none in the world.

I shall not, in this somewhat brief address, refer to the muzzle-loading guns, of which, alas, we still have many remaining, both in ships and forts, but while my main purpose is to consider the more modern pieces of ordnance, and their equipments generally, I would like to point out that I consider that in the present day of modern artillery, a badly-armed ship is from a fighting point of view, worse than useless to the country, because if it happened to come into the line of battle it would be put out of action by a ship perhaps only armed with a few modern guns, with possibly no armour protection and manned by a very scant crew, providing always she has the speed and is able to control the range.

I will take, as an example, the *Inflexible*, which we may consider leads our long list of vessels armed with muzzle-loaders, and assume for the sake of illustration, that she came across a French cruiser, say, of the *Castor* class. The *Inflexible* had a crew of, say, 450 men, as against the 385 men of the French cruiser. The cost (it is true, many years ago) about £1,000,000 sterling, as against the £1,000,000 of the French ship. Now, at a range of 3,000 yards or beyond, the French ship would be in safety against the fire of the *Inflexible*'s guns, whereas at this range the French cruiser, with the aid of her modern telescopic sights, would be able to make good impression thereby produced.

An amazing story is told by an correspondent of the *Express* of New Jersey, all about their mortal foe, the *Inflexible*, in Central America. This story seems when writing to have a river, have considerable difficulty in doing so owing to the fact that alligator and there are various models. They therefore collect on the bank and makes a bridge of packing and yelping as loud as they can. The alligators are attracted to the spot by the noise, and the do, as soon as they see that there half successful, set off the bank of mud, and across higher up, a noted traveler states that he has watched this many times without

practiced against the British ship, and, in my opinion, would put her quickly out of action by firing large capacity, high explosive, and other modern shells.

Let us, from this particular illustration, consider further the cost to the country. Each man employed on board ship costs us about £100 per annum, and thus the wages bill for 450 men is at the rate of £45,000 per annum. The up-keep during war of a ship of the *Inflexible* class in the expenditure of coal alone, since it would be at famine prices, would be enormous, and the cost of repairs, &c., greatly disproportionate to the services rendered.

But apart from these monetary items there is the far more important question of the ineffective employment of the 450 men, whose training represents a large national asset. And, what would be still more deplorable from more views than one, if these obsolete ships, of which there are very many in the service, are sunk or taken, a very large and very unpleasant gap would be made in our personnel. Other similar illustrations might be given, but this one surely affords strong reason for either selling the old obsolete ships and spending no more money on them, even in peace times, or for arming them with modern artillery. The latter course seems to me more advisable, as armaments of a kind can be provided much more quickly than new ships to replace the old vessels, and history has shown the value of reservists to fill up gaps in naval warfare, even if they are not quite up to the mark from a ship-construction point of view. The nation which can more expeditiously challenge the enemy anew after a hard fought battle is the more likely to succeed ultimately.

The power of the unarmoured ship of great speed and high gun power to control the range to which I have been referring incidentally represents the importance of the armed merchant steamship, and enforces the war value of the mercantile fleets possessed by maritime nations, of which we are the greatest. For my part I would advocate that all ships sailing under the British flag, over a tonnage of, say, 3,000 tons displacement, and having a speed of, say, 17 knots, should be called upon to have suitable deck attachments for the accommodation of 6-inch quick-firing guns. The inconvenience in peace time would be insuperable, and the extra cost and weight necessary for strengthening the forecastle deck during construction, would not materially affect the price or weight of the ship—it could be done at a very small extra cost. Such ships would be invaluable to the Admiralty as armed cruisers in war time, if there was provided at convenient ports, really modern 6-inch or higher-powered guns to instal on board them.

The book is a well written book and one that will interest those who are concerned in ecclesiastical controversies. It is the story of the struggles of an enthusiast, in the person of a High Church clergyman, who eventually comes to grief not so much on account of his ritualistic ideas but through ignoring the passion of a very ordinary love-sick maiden. The story will perhaps not appeal to all, the reader cannot himself be the wiser or better for having read it, though certain characters are admirably portrayed. In accordance with popular opinion the hero at length finds refuge in the garb of the Jesuit. The author's conceptions of the High Church party are in many respects novel, and her accusation of Broad Church *laissez faire* as typified in one character is obviously unjust. The book is, however, strongly written, and the doings of the able yet unfortunate vicar will be followed with interest by the reader.

Souls of Passage, by AMELIA E. BARR. London: T. Fisher Unwin.

Souls of Passage is by far the best book we have seen from the pen of Mrs. Barr. It is indeed an excellent piece of work, and reveals to us unexpected powers in the writer. Scots readers in particular should appreciate the story, for it is concerned with Scots and Scotland throughout. There is, however, no "kill-yard" about the book to terrify English or American readers. A strong point is the admirable character-drawing, especially in the case of Alan Mackenzie whose temporary faithlessness is admirably depicted, without altogether alienating the reader's sympathy. It would be impossible to do justice to the plot of the tale by any brief description, and it may suffice to say that it is not sensational, but is none the worse for that. Mrs. Barr added to her reputation in *Souls of Passage* now on board.

Cinders, by HELEN MATHERS. London, George Bell & Sons.

The author of *Comin' thro' the Rye* here presents us with a curious book, chiefly concerned with two girls one of whom is called Cinders while the other has "japonica lips," and two men, who succeed in getting into complications which we find it hard to unravel. The Bear, War only comes in incidentally, for which we are grateful. That, as far as Cinders is concerned, all's peace may finally be gathered from the closing words of the book: "As she bowed her head, he lifted it, and there on the hillside, with all the high pomp of sky and earth, and shadow-play, and clean breath of the wind and the moon to wait upon his joy. Andrew kissed her." Well, we are not much interested in Cinders.

The Helmet of Navarre, by BERTHA BUNKLE. London: Macmillan & Co.

THIS is an exciting romance filled with the doings of cavaliers and fair women at a period when Henry of Navarre was considering if Paris was worth a mass. The novel is well written and claims the interest of the reader; contemporaneous history is not really introduced, for the plot is woven around individuals who are apparently oblivious to the march of general events. It is excellently illustrated from the closing words of the book: "As she bowed her head, he lifted it, and there on the hillside, with all the high pomp of sky and earth, and shadow-play, and clean breath of the wind and the moon to wait upon his joy. Andrew kissed her."

Lyabeth: A Tale of the Dutch, by H. RIDER HAGGARD. London: Longman, Green & Co.

My Lady of Orange, by H. C. BAILEY. London: Longman, Green & Co.

These are both stories of great interest, and deal practically with the same exciting period, when Philip of Spain sought in vain to crush the stubborn spirit of the Dutch Protestants. In each case events in history have been arranged to suit the plot of the novelist, but in *Lyabeth* Mr. Haggard has given us a novel quite different from his previous efforts and one of much merit. One cannot read the details of those stirring times unmoved, when the profession of a religion meant martyrdom. We heartily recommend *Lyabeth* to our readers. The second work deals with the wonderful adventures of an English captain of mercenaries, and is well illustrated by G. P. Jacob-Hood.

Export Cargoes.

For steamer *America Maru* sailed on the 4th July. For San Francisco—20 cases silkgoods.

For La Libertad—4 cases silkgoods. For Corinto—2 cases silkgoods. For Panama—6 cases silkgoods. For Valparaiso—4 cases silkgoods. For Guayaquil—2 cases silkgoods.

For New York—1 case silkgoods, 255 bales raw silk.

For steamer *City of Peking*, sailed on the 13th July. For San Francisco—18 cases silkgoods.

For Holland—1 case silkgoods. For Punta Arenas—2 cases silkgoods. For Charapasco—3 cases silkgoods. For Iquique—3 cases silkgoods.

For Guayaquil—5 cases silkgoods. For New York—75 bales raw silk.

For steamer *America Maru* sailed on the 4th July. For San Francisco—20 cases silkgoods.

For La Libertad—4 cases silkgoods. For Corinto—2 cases silkgoods. For Panama—6 cases silkgoods. For Valparaiso—4 cases silkgoods.

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NEW ADVERTISEMENTS

CHINA SUGAR REFINING COMPANY, LIMITED.

NOTICE.

In accordance with the Provisions of No. 121 of the Articles of Association, the General Agents have this Day declared an INTERIM DIVIDEND of 5 per cent. for the Half-year ending 30th June, 1901 on the Paid-up Capital.

DIVIDEND WARRANTS payable on SATURDAY, the 24th August, will be issued to Shareholders on Application.

The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 24th instant; both days inclusive.

JARDINE, MATHESON & CO., General Agents.

Hongkong, 13th August, 1901. [1054]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YAPRA."

Captain Negro, will be despatched for the above ports TO-DAY, the 13th inst., at 10 A.M.

For Freight or Passage, apply to

P. DE CHAMP MORIN,

Acting Agent.

Hongkong, 13th August, 1901. [1054]

FOR KOBE (DIRECT).

THE Steamship

"COLONIES."

Captain Zellien, will be despatched for the above ports TO-MORROW, the 14th inst.

For Freight and other information, apply to

DODWELL & CO. LTD.,

Agents.

Hongkong, 12th August, 1901. [1052]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR MANILA, SINGAPORE, COLOMBO, PORT SAID, RIUME AND TRIESTE.

(Taking cargo at through routes to the BRAZILS, RED SEA, BLACK SEA, LEVANT, VENICE and ALASKA PORTS).

THE Company's Steamship

"MELPOMENE."

Captain Matovich, will be despatched as above on MONDAY, the 19th inst., P.M. instead of as previously advertised.

For information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 13th August, 1901. [1054]

STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London and from Paris, ex s.s. "Bagdad," and from Bordeaux, ex s.s. "Ville de Muret," are hereby informed that their Goods, with the exception of Opium, Tea and Valuables, are being landed and stored at their risk to the Godowns of the Hongkong and Kowloon Wharf and Godown Co., situated at Kowloon, whence delivery may be obtained immediately after landing.

Optional cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M. TO-DAY, the 12th inst., requesting it to be landed here.

Bills of Lading, will be countersigned by the Undersigned, and remain unclaimed after MONDAY, the 19th instant, at NOON, will be subject to a round and landing charge.

All claims must be sent in to me on or before the 19th inst., or they will not be recognized.

All damage or breakages will be examined on MONDAY, the 19th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMP MORIN,

Acting Agent.

Hongkong, 13th August, 1901. [1054]

BONZOLIN'S BILLIARD

BALI'S.

THE MOST PERFECT

and

ONLY RELIABLE SUBSTITUTE

FOR IVORY BALLS.

BONZOLIN BILLIARD BALLS 2½"

PRICE Rs. 36 per set.

C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURERS.

60 & 61, Bentinck Street,

1903-1] CALCUTTA.

THE WANCHA STORING COMPANY

ARE now prepared to receive Goods for

Storage in their Godowns, situated on

PRAYA EAST (the McGregor Barracks).

Landing and Shipping of Cargoes is

facilitated by means of the spacious strong

Piers lately constructed in front of these

Godowns.

Terms Moderate.

Apply to the SECRETARY on the Pre-

mises.

Hongkong, 10th August, 1901. [1053]

WING CHEONG,

Dealers in

JEWELRY, PEARLS, DIAMONDS,

CURIOS, JADESTONE ORNAMENTS,

BRONZES and CARVED IVORY WARE,

FINE SILKS and GLASSCLOTHES

General Exporters of

ANISEED and CASSIA OILS,

de & Stock always on Hand.

AN INSPECTION is RESPECTFULLY SOLICITED.

Note.—We do not announce that we also

Buy all kinds of Curios of Moderate Prices.

A. & J. D'ACUVAL, GROCER,

(Behind Hongkong Dispensary),

Hongkong, 16th April, 1901. [1051]

ENTERTAINMENT

THEATRE ROYAL,
CITY HALL.TO-NIGHT! LAST NIGHT!
THE AUSTRALIAN VAUDEVILLE COMPANY.

Complete Change of Programmes. The Best and Brightest Entertainment ever brought to the East.

OPENING CHORUS: "SCHOOL DAYS," BY THE COMPANY.

Professor: W. A. DAVIS.

The POPULAR ILLUSIONIST, will appear in one of his Up-to-date Specialities,

Assisted by

Miss B. WARD. Miss V. ROSSER.

Miss P. VERNE. Miss J. FORDE.

Miss A. MOORE. Miss R. MOORE.

Mr. S. ROWLEY. Mr. W. H. HORLEY.

Mr. W. F. CULLEN, and the SISTERS LINWOOD.

PRICES \$3, \$2, \$1.

Soldiers and Sailors in Uniform Half-Price to Back Seats only.

Mr. J. FRANK LYNN... Business Manager.

Hongkong, 13th August, 1901. [1048]

TO-NIGHT TO MARINERS.

NO. 367.

CHINA SEA.

DISCOVERY OF A DANGEROUS REEF TO THE EASTWARD OF THE GREAT YANGTZE BANK.

THE following Hydrographical Note by Lieutenant Commander W. O. LYNE. Commanding H. B. M. Surveying Vessel "Waterwitch," is hereby circulated for general information:

"Hydrographical Note.

"H. M. S. Waterwitch.

"Shanghai, 1st August, 1901.

"A coral patch on top of a volcanic pinnacle rising abruptly from the bottom lies in Latitude 32° 07' N. Longitude 125° 11' E. It extends about a quarter of a mile in NE and SW direction, and is about 60 yards wide; the least depth obtained is 18 feet, but less water probably exists.

"From the SW. extreme of the patch for a distance of 1 mile in a SW. by S. direction extends a rocky ledge, the least water obtained on which was 17 fathoms.

"Very heavy overfalls and tide-rips were seen on the patch, and they extended about 1 mile NE. and 1 mile SW.

"The shoalest spots are apparently at the extremes of the patch. At the NE. extreme the sea was breaking occasionally, and it would probably break all over the patch with a moderate sea running.

"The overfalls and tide-rips should be visible from a ship for at least a mile and with a favourable light, the light-green colour over the coral patch should be seen from the same distance.

"There are depths of 27 to 30 fms. sand and mud, at a distance of about a quarter of a mile all round the patch, except where the rocky ledge extends, so the lead will give no warning to the limit where the bottom becomes volcanic rock, scoriae and broken coral.

"This patch is probably identical with Costa Rica Breakers, reported 1868; Socota Rock, June 1869; Chiyan Sheld, Sept. 1900; Bombay Disclosed Water, October 1900.

"Tidal streams run very strong over and in the vicinity of the rock, and they are of a rotary nature. The stream was running South 2 knots an hour when the "Waterwitch" was close to the patch.

(Sd) W. O. LYNE.

Lieut. Commander.

By Order of the Inspector-General of Customs.

W. FRED. TYLER.

Deputy Coast Inspector.

Imperial Maritime Customs.

Court Inspector's Office.

Shanghai, 2nd August, 1901. [1049]

NOTICE.

THE Undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO.,

1, Duddell Street.

Hongkong, 2nd August, 1901. [1049]

CARTRIDGES.

NOBEL'S SPORTING BALLISTICS.

ABSOLUTELY SMOKELESS and WATER-RESISTING

THE BEST NITRO-POWDER IN THE WORLD

PRICE OF 12-BORE CARTRIDGES:-

Loaded with: With Powder

Powder only, and 1 oz of Shot.

Primrose Cases 35.65 37.40

Paramount Cases 6.25 8.00

Ejector Brass Cases 6.90 9.65

1 per cent discount on orders of 1,000 and over.

Apply to

WM. SCHMIDT & CO.

Gunmakers.

Hongkong.

Hongkong, 27th July, 1897. [1049]

NOTICE.

THE MOST PERFECT

and

ONLY RELIABLE SUBSTITUTE

FOR IVORY BALLS.

BONZOLIN BILLIARD BALLS 2½"

PRICE Rs. 36 per set.

CODE WORD: "DOCK." NAGASAKI.

A. I. A. B.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length..... 523 feet.

Length on Blocks..... 513 "

Width of Entrance on Top..... 89 "

Width of Entrance on Bottom..... 77 "

Water on Blocks at Spring Tide..... 261 "

DOCK No. 2 (at MUKAIJIMA).

Extreme Length..... 371 feet.

Length on Blocks..... 350 "

Width of Entrance on Top..... 66 "

Width of Entrance on Bottom..... 53 "

Water on Blocks at Spring Tide..... 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.

The COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

[1049]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-DAY (TUESDAY),

the 13th August, 1901, at 2.30 P.M., at his Sales Rooms, Queen's Road.

SUNDAY HOUSEHOLD FURNITURE,

PI

TO LET.

TO LET.
POSSESSION, AUGUST 1st.

THE GODOWN in West Point (Kennedy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd. For particulars, apply to—

LAUTS, WEGENER & CO.
Hongkong, 9th July, 1901. [1730]

TO LET.

IMMEDIATE POSSESSION.
1 LARGE and WELL-VENTILATED ROOM, with BATHROOM, at No. 37, CAINE ROAD. Apply to—

B. J. REMEDIOS,
Mercantile Bank.
Hongkong, 25th July, 1901. [1867]

TO LET.

FURNISHED for Two Months, from 15th August, No. 3, CAMERON VILLAS. For particulars, apply to—

TURNER & CO.
Hongkong, 10th August, 1901. [2038]

TO LET.

"EASTLEY," UPPER RICHMOND ROAD, and Nos. 3, 5 and 6, RICHMOND TERRACE. Apply to—

LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 1st August, 1901. [1935]

TO LET.

HOUSE No. 3, LOWER CASTLE ROAD. Apply to—

T. EDWARDS,
No. 22, Stanley Street.
Hongkong, 9th August, 1901. [2024]

TO LET.

"FERNSIDE," NO. 37, ROBINSON ROAD. Apply to—

S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.

NO. 7, GRANVILLE AVENUE, KOWLOON. Apply to—

HUMPHREYS ESTATE &
FINANCE CO., LTD.
Hongkong, 12th August, 1901. [1124]

TO LET.

NO. 8A, QUEEN'S ROAD CENTRAL. Apply to—

KWONG CHEONG WO,
No. 233, Des Vieux Road.
Hongkong, 9th July, 1901. [1733]

TO LET.

TWO EUROPEAN HOUSES, Nos. 18 and 20, LEIGHTON HILL ROAD. Apply to—

HONGKONG & KOWLOON LAND & LOAN COMPANY, LTD.,
No. 8, Queen's Road West.
Hongkong, 7th August, 1901. [1998]

TO LET SHORTLY.

HOUSE (now in course of erection and nearing completion) in a first-class business location, DES VIEUX ROAD, next to A. Tack's Furniture Store. Ground Floors suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices. Apply to—

J. S. LEE & CO.,
Care of WING CHEONG TAI,
240, Des Vieux Road West.
Hongkong, 7th August, 1901. [1999]

TO LET.

TWO FURNISHED ROOMS, QUEEN'S ROAD CENTRAL, NO. 72. APPLY ON THE PREMISES. Hongkong, 29th July, 1901. [1897]

TO LIST.

NO. 12, BELLIUS TERRACE. OFFICES and SHOPS in BRACONSFIELD ARCADE, SMALL GODOWN & DUDDELL STREET. For particulars, apply to—

TURNER & CO.
Hongkong, 26th July, 1901. [1878]

TO LET.

A HOUSE in RIPPON TERRACE, BLUE BUILDINGS, NO. 3, 2ND FLOOR, "THE RETRAIT," MOUNT KELLY. Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 13th July, 1901. [1666]

TO LET.

NO. 1, STUART TERRACE, the PEAK. Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 17th July, 1901. [1799]

TO LET.

GODOWN, NO. 1, DUDDELL STREET. Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.
Hongkong, 10th July, 1901. [1782]

BOARD AND RESIDENCE.

Mrs. GILLANDERS of GLENWOOD,
21, CAINE ROAD.
Hongkong, 2nd September, 1900. [1893]

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16 " " "
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WM. SCHMIDT & CO., Gunsmiths. Hongkong, 3rd January, 1901. [1213]

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BEING an Account of the Doings of the

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in the

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Hongkong, 8th December, 1900. [902]

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FAIRMONT PRESENT-DAY CRICKETERS.

BY
W. J. FORD.
VI.
J. R. MASON.

This fine player, the popular captain of Kent, is only just 27 years of age, having been born in March, 1874. He showed his abilities early in life, being in the Winchester eleven for four years, and being during three of those years the best all-round man on the side. He was an especial thorn in the sides of Eton, for though in his first year he went in last, he scored 15 runs without being got out. Illness stopped him in 1891, but in 1892 he scored 147 and 71, besides taking eight wickets, he had Leveson-Gower (H.D.G.) winning the match for their side. Next year he scored 43 and 33, and again had eight wickets, but this time Eton won. Mason getting little support; still his record for this match is pretty good, viz., a batting average of nearly 80 per innings, and 16 wickets for 123 runs apiece. As a matter of fact he got 17 wickets, one in his first year, but the analysis of the match is not preserved. Neither University was lucky enough to get him, but he at once passed into the Kent XI—rumour said that he hoped to represent Middlesex, but had not the requisite qualification—and has been a bright particular light of that county's eleven ever since, being made captain of it in 1898, when Mr. F. Marchant retired. His first big score was made in 1894, 102 against Lancashire, but it was not till '95 that he scored freely and regularly, though since then he has steadily forged ahead with both bat and ball, till at the present time he may be said to share with Jessop, Townsend and Lockwood the honour of being the best all-round player in England, while many would restrict the honour to him and Jessop; in fact as he was Jessop's superior both in batting and bowling averages, to him perhaps the place of "absolute first" should be given. He is not a tremendous scorer of centuries, though he gets his share, but his consistency is so remarkable that there are few matches in which he does not score 60 or 70 runs, in a nice, free, powerful, and commanding style that delights everyone. Possibly this is the element of "free" that keeps his scores from being huge, but the pace at which he scores is a valuable factor in his cricket, and while free, he is by no means rash. His biggest score, up to date, is the 183 which he made for Kent v. Somerset in 1897, so that he has yet to touch the second hundred, and also to make three figures against the Players. He went with Stodart to Australia in '97-'98, but though got two centuries was not particularly successful on the whole. However, he made up for this by some very useful bowling, showing a facility for getting men out on those wonderful wickets, which even the professionals did not attain. The most attractive feature of his batting is his driving, which is very clean and powerful, as might be expected from a tall, well set up man, and he can hit on, off, or straight with equal vigour. Bowling at a good pace, but with rather a laboured action, he seems to get most of his wickets in the slips, with a ball that appears to "go with his arm" a little, but he is a good stayer, keeping up his pace and pitch without apparent fatigue. It is needless to add that he is a fine fieldman wherever he stands, but his usual place, as is natural for a bowler and captain, is in the slips. It is characteristic of the man that there are no stories flying around pavilions about him. Just as his cricket is free from all that is flashy, mere trumpery, and precious, so is "Jack" Mason quiet, self-possessed, and almost retiring, attributes which have made him the most popular of men. As a captain his judgment is seldom at fault, while though he was one of the youngest of captains when he first undertook the post, he had his men in hand from the outset, and possessed their confidence to the utmost. There is fear of deterioration or demoralisation in the Kent side as long as the present captain is at the helm, for while his skill is admirable, his cheeriness is unsurpassable.

J. T. BROWN.

There are two J. T. Browns at present before the public, so we hasten to inform our readers that the man who is at present under the pen is J. T. Brown of Driffield, generally known as J. T. Brown, sen., or more familiarly, as "Jack" Brown. Jack Brown is not a veteran being only 32 years old, nor has he any especial advantages of height, but like many Yorkshire men, what he lacks in size he makes up in brawn, for he is as sturdy and well knit a fellow as you could wish to meet. He was drafted into the county eleven in 1899, at a sorry time, for at the crack-of-dawn of the season the match played with Sussex was to decide whether Yorkshire or its opponents was to hold the wooden spoon of cricket. Yorkshire just escaped the undesirable trophy, however, and Brown had helped the county of his birth to work itself up to the extraordinarily fine position it won for itself last year, its average in his first year (1899) being nearly 18, and in 1900 about 24. In the latter year he was by no means at his best in county cricket, as his full season's average was 34, but his score of 163 against the Gentlemen at Lord's, was one of the most brilliant. This was of the season, as it is also the highest professional score hitherto made in this particular match. To go through all Jack's great performances would take up many a sheet of paper, but his averages of 44 in 1899, 49 in 1897, and 45 in 1896 (when Yorkshire was also champion county), will give a clue to his merits. Jack has taken abundantly of the pleasures of long scoring, having topped 300 twice, while on one occasion he might have gone on to 400, for when he and Tunnicliffe had, against Derbyshire, put up the majestic total of 554 (for the first wicket), he knocked down his wicket intentionally, his sacrifice being as valuable to his side as his score. Next day Hayward passed this total, but whereas York-

shire won their match, Surrey did not—to which is appended a sufficiently obvious moral. Brown's actual biggest is 311 made v. Sussex, and his third highest 263 made v. Middlesex, for the bowling of which county he has always had an affinity. In fact in the second innings of the match alluded to he scored 81 not out, going in first on each occasion with Tunnicliffe, who scored 62 and 63 not out; this second performance of the pair was the result of the most beautiful and perfect cricket. The two men, a rare contrast as to physique, have made some wonderful starts for Yorkshire, their 378 made in 1897 being also a record, but a record that only held for about a month. One of Brown's finest feats was to score in consecutive matches in '98, 300, 150, and 100, but he is probably more proud of the 140 which allowed Stodart's team to win the rubber match against the Australians at Melbourne in 1895, when he and Albert Ward (93) enabled the English to wipe off 298 runs with the loss of but four wickets. Brown's methods are quite exhilarating; he is none of your "pat and dab" batsmen, but is full of all-round strokes; perhaps his cutting is the most brilliant of his hits, but he can "pull" with the best of them, while without being a big hitter he can drive with plenty of power, especially on the off-side. As a fieldman he used generally to patrol the boundary, saving many fours and making many catches, but on one occasion, having hurt his foot, he was deposited at point, and stopped so many hot ones there that point is still his place, where, too, he has no superior. He is absolutely fearless as well as dexterous, but one of the best catches, and the hottest, was made off a hit of F. G. Ford's, who, indulging in one of his terrific square drives, known to the initiated as the "slash hit," smote the ball clean, and while the spectators, who were watching to see whereabouts in the crowd the ring was being broken, they were surprised as the batsman to see Brown throwing up the ball. It seems almost stereotyped to add that Brown is one of the most popular of men, but such is the case with most cricketers. The

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	COROMANDEL	Brit. str.	2 m.	F. W. Vibert, B.N.E.	P. & O. S. N. Co.	On 17th inst., at Noon.
LONDON	PELUS	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 29th inst.
BREMEN, VIA PORTS OF CALL	SCENTOR	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 3rd September.
MARSEILLE, LONDON & ANTWERP, v. SPOLE, &c.	KONG ALBERT	Ger. str.	2 m.	C. Polack	MELCHERS & CO.	On 21st inst.
HAVRE & HAMBURG	KAWACHI MARU	Jap. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	Koerden	HAMBURG-AMERIKA LINIE	On 27th inst.
HAVRE & HAMBURG	SIBERIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 21st September.
HAVRE & HAMBURG	ARABIA	Ger. str.	2 m.		HAMBURG-AMERIKA LINIE	On 5th October.
NEW YORK VIA PORTS & SUZ CANAL	HEATHBURN	Brit. str.	2 m.	DODWELL & CO., LIMITED	DODWELL & CO., LIMITED	About 19th inst.
NEW YORK VIA SUZ CANAL	ARARA	Brit. str.	2 m.		SHewan, TOME & CO.	To-morrow, at Noon.
NEW YORK	L. SCHEPP	Amer. ship.	k. w.	Kondall	CARLOWITZ & CO.	Quick despatch.
NEW YORK	I. F. CHAPMAN	Amer. ship.	2 m.		ARNHOLD, KARBERG & CO.	Quick despatch.
NEW YORK	AGRAVIA	Ger. str.	1 m.	Forst	HAMBURG-AMERIKA LINIE	Quick despatch.
NEW YORK	MANUEL ELAGUNO	Amer. ship.	2 m.	O. P. Marshall, E.N.E.	SHewan, TOME & CO.	On or about 25th Oct.
NEW YORK	EMPERESS OF INDIA	Brit. str.	2 m.	G. D. Bowles, E.N.E.	CANADIAN PACIFIC R. CO.	To-morrow, at Noon.
NEW YORK	TARTAR	Brit. str.	4 m.	J. Barker	CANADIAN PACIFIC R. CO.	On 19th inst.
CLAVERING	BRITANIA	Brit. str.	2 m.	H. Petersen	DODWELL & CO., LIMITED	On 19th inst., at 4 P.M.
CLAVERING	KAMAKURA MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 2nd September, at 4 P.M.
CLAVERING	KAGA MARU	Jap. str.	2 m.	J. W. Ekstrand	TOYO KISHIN KAISHA	On 24th inst., at Daylight.
STRATHMORE	DORIS	Brit. str.	2 m.		PACIFIC MAIL S. CO.	On 15th inst., at Noon.
GUTHRIE	STRATHMORE	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 15th inst., at Noon.
MANILA, SINGAPORE, COLOMBO, &c.	KAMAKURA MARU	Aus. str.	2 m.		GIBB, LIVINGSTON & CO.	On 23rd inst., at 4 P.M.
YOKOHAMA VIA SHANGHAI & KOBE	PEKIN	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 19th inst., P.M.
KOBE DIRECT	ICHAN	Brit. str.	2 m.		SANDER, WIELET & CO.	On or about 23rd inst.
KOBE & MOJI	KASHING	Brit. str.	2 m.		DODWELL & CO., LIMITED	To-morrow, at Daylight.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	2 m.	A. Lovr	P. & O. S. N. CO.	On or about 17th inst.
KOBE & YOKOHAMA	ROSETTA MARU	Jap. str.	2 m.	F. J. Fox	P. & O. S. N. CO.	To-day.
KOBE & YOKOHAMA	MIRE MARU	Brit. str.	1 m.		BUTTERFIELD & SWINE	On 16th inst.
TIENTSIN	KWEIYANG	Brit. str.	2 m.		BUTTERFIELD & SWINE	On 16th inst., at Daylight.
SHANGHAI	MAZAGON	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 30th inst., at Daylight.
SHANGHAI	PARRAMATTA	Brit. str.	2 m.		NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
SHANGHAI & VLADIVOSTOCK	CHANGSHA	Gor. str.	2 m.		NIPPON YUSEN KAISHA	Tuesday, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TAIFU	Fr. str.	2 m.		NIPPON YUSEN KAISHA	On 17th inst.
ANPING, VIA SWATOW & AMOY	YARIA	Jap. str.	2 m.		BUTTERFIELD & SWINE	To-day, at 3 P.M.
POOCHOW VIA SWATOW & AMOY	MAIDZURO MARU	Jap. str.	1 m.		P. & O. S. N. CO.	On or about 18th inst.
TAMSUI VIA SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.		P. & O. S. N. CO.	On 24th inst.
MANILA	DAIGI MARU	Jap. str.	1 m.		BUTTERFIELD & SWINE	To-day, at 10 A.M.
SINGAPORE, PENANG & CALCUTTA	YUENSANG	Brit. str.	2 m.		MESSAGERIES MARITIMES	On 21st inst.
BOMBAY VIA SINGAPORE & PENANG	SUNGKLANG	Brit. str.	2 m.		MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
BOMBAY VIA SINGAPORE & COLOMBO	KUMSANG	Brit. str.	1 m.		MITSUI BUSSAN KAISHA	To-morrow, at Noon.
BOMBAY, VIA SINGAPORE & COLOMBO	BORNIDA	Ital. str.	2 m.		JARDINE, MATHESON & CO.	To-morrow, at Noon.
	YAMAGUCHI MARU	Jap. str.	2 m.		BUTTERFIELD & SWINE	To-morrow, at Noon.

SHIPPING.

ARRIVALS.	
Aug. 12. ACILIA	German str., 3,646, W. Dahmen, Foochow 10th Aug., General-SIEMSEN & CO.
Aug. 12. KAMAKURA MARU	Japanese str., 3,796, Hansa Petersen, Shanghai 9th Aug., General-NIPPON YUSEN KAISHA.
Aug. 12. GUTHRIE	British str., 2,500, W. G. McArthur, Japan and Kobe 6th August, General-GIBB, LIVINGSTON & CO.
Aug. 12. DIAMANTE	British str., 1,254, A. Rattebury, Manila 9th Aug., General-SHEWAN, TOME & CO.
Aug. 12. HANSA	German str., 675, Lorenzen, Saigon 6th August, Rice-SANDER, WIEN & CO.
Aug. 12. YARIA	French str., 2,737, Negre, Marseilles and Saigon 9th August, Mills and General-MESSAGERIES MARITIMES.
Aug. 12. ITOLA	British str., 3,306, J. W. Livingstone, Takao 6th August.
Aug. 12. HOIIAO	French str., 704, Melles, Pakhoi and Hoibow 11th August, General-A. E. MARTY.
Aug. 12. CHINGTU	British transport, 1,459, Williams, Taku 6th August.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE

12th August.

Malacca, British str., for Singapore.

Patroclus, British str., for Singapore.

Acilia, German str., for Singapore.

Victoria, Swedish str., for Batavia.

DEPARTURES.

11th August.

TEYM, Norwegian str., for Hoitow.

12th August.

PIKYU, British gunboat, for Canton.

MIBANI, British transport, for Taiyu.

IDOMENUS, British str., for Shanghai.

AMALIA, British str., for Canton.

MALACCA, British str., for London.

EMERALDA, British str., for Saigon.

HONGKONG, French str., for Hoitow.

LYEMON, German str., for Canton.

APENRADE, German str., for Haiphong.

ARISTEA, Austrian str., for Moji.

VESSELS IN DOCK.

12th August.

ABERDEEN DOCKS.

KOWLOON DOCKS.

COSMOPOLITAN DOCK.

D. J. de Austria.

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STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

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THE Steamship

"BORMIDA"

Captain D. C. will be despatched as above.

TO-DAY, the 13th August, at NOON.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.

Agents.

Hongkong, 7th August, 1901.

VESSELS ON THE BERTH

THE OSAKA SHOSEN KAISHA LIMITED.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 14th August, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 31st July, 1901.

THE OSAKA SHOSEN KAISHA LIMITED.

THE Company's Steamship

"DAIGI MARU."

Captain K. Sobajima, will be despatched for the above ports TO-MORROW, the 14th instant, at NOON.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, 12th August, 1901.

THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain Buller, will be despatched as above TO-MORROW, the 14th inst., at NOON.

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JARDINE, MATHESON & CO.

General Managers.

Hongkong, 8th August, 1901.

THE SHEWAN TOME'S & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

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Captain Williamson, will be despatched for the above port TO-MORROW, the 14th inst., at NOON, and will be followed by the Steamship

"ATAKA".

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VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ORESTES"	On 15th August.
GLASGOW and LIVERPOOL	"AJAX"	On 24th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 24th August.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 4th September.

HOMEWARDS.

TO	STEAMERS	TO SAIL
LONDON	"PELEUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.

The S.S. "ORESTES" left Singapore on the 10th instant, a.m., and is due here on the 15th inst., a.m.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

[15]

Hongkong, 17th July, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR

STEAMERS

TO SAIL.

KOBE & MOJI	"ICHANG"	On 16th August.
KOBE & MOJI	"KASHING"	On 17th August.
TIENTSIN	"KWEIYANG"	On 17th August.
MANILA, ILOILO & CEBU	"SUNGKIANG"	On 19th August.
SHANGHAI	"CHANGSHA"	On 24th August.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

[16]

Hongkong, 20th July, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK

VIA PORTS AND SUZ CANAL.
PROPOSED SAILINGS FROM HONGKONG.

"HEATHBURN" About 18th August.

"JUPITER" ... 4th September.

"MOGUL" ... 21st September.

"KURDISTAN" ... 12th October.

"SATSUMA" ...

"LENNOX" ...

For Freight and further information, apply to DODWELL & CO., LTD.

Agents.

Hongkong, 8th August, 1901. [1739]

Captain McArthur will be despatched for the above ports on THURSDAY, the 15th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIEB, LIVINGSTON & CO., Agents.

Hongkong, 29th July, 1901. [1894]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON, THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "GUTHRIE".

Captain McArthur will be despatched for the above ports on THURSDAY, the 15th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIEB, LIVINGSTON & CO., Agents.

Hongkong, 29th July, 1901. [1894]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE, THE Company's Steamship.

"CHINA."

Captain A. Iera will leave for the above place on SUNDAY, the 18th instant, at DAYLIGHT.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 12th August, 1901. [18]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE, THE Company's Steamship.

"CHINA."

Captain A. Iera will leave for the above place on SUNDAY, the 18th instant, at DAYLIGHT.

For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

Hongkong, 12th August, 1901. [18]

THE OSAKA SHIBEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMoy).

THE Company's Steamship.

"MAIDZUBU MARU."

Captain K. Suzuki will be despatched for the above ports on WEDNESDAY, the 21st instant.

For Freight or Passage, apply to THE MITSUBUSSHI KAISHA.

Hongkong, 9th August, 1901. [18]

NATAL LINE OF STEAMERS.

THE BRITISH & GENERAL AGENTS, LTD.

FOR LADING AND DISCHARGE BILLS.

CHINA, CHINESE TOWNS, &c., &c.

CALCUTTA FOR CAPE TRADE, &c., &c.

FOR FREIGHT AND PASSENGERS.

DODWELL & CO., LTD.

General Agents for China and Japan.

Hongkong, 12th August, 1901. [18]

FOR NEW YORK.

THE 3/4 A II American Ship.

"MANUEL LLAGUNO"

will load during September and October, sailing about 25th October.

For Freight, apply to

SHEWAN, JONES & CO.

Hongkong, 13th July, 1901. [1884]

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE
VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	THURSDAY, 15th Aug., at NOON.
"PERU"	SATURDAY, 31st Aug., at NOON.
"COPTIC"	TUESDAY, 10th Sept., at NOON.
"CITY OF PEKING"	TUESDAY, 24th Sept., at NOON.
"GAELIC"	WEDNESDAY, 2nd Oct., at NOON.
"CHINA"	SATURDAY, 14th Oct., at NOON.

THE O. & O. S. S. Co.'s Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 15th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, to the Canadian Pacific Railway, to Mexico, Central and South America, and Europe.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M., same day; all Parcel Packages should be marked to address in full. Value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT.

[3-4]

FOR NEW YORK.

THE 3/4 A II American ship

"L. SCHEPP"

Captain Kendall will be ready to lead on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to CARLOWITZ & CO.

Hongkong, 18th July 1901. [1414]

NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA (FLOIO & RUBATTINO UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BOEMIDA"

POST OFFICE NOTICES.

Parcel Mails for Europe, &c., per s.s. *Paramata* will close at 3 p.m. on Friday, the 10th inst. The Nippon Maru, with the American Mail of the 17th ult., left Shanghai on Monday, the 12th inst, at daylight, and may be expected here to-morrow. The *Paramata*, with the English mail of the 19th ult., left Singapore on Sunday, the 11th inst, at noon, and may be expected here on or about Friday, the 10th inst. This Packet replies to letters despatched from Hongkong on 17th June.

MAILS WILL CLOSE.

FOR
CANTON.....
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA
(Late Letters 8.10 to 8.30 A.M. Extra)
Postage 10 cents)

Hankow.....

Yarra.....

Swatow and Bangkok.....
Singapore.....
Singapore, Penang and Bombay.....
Kobe and Yokohama.....
Macao.....
Shanghai.....
Kumchau and Sunshui.....
Kobe and Moji.....
China.....
Amoy and Foochow.....
Amoy, Swatow and Tamsui.....
Amoy, Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Vancouver.....
Singapore.....
Singapore, Pemang and Calcutta.....
Manila.....
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
HONOLULU and SAN FRANCISCO.....
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).....

Kobe and Moji.....
EUROPE, &c., India via Tuticorin.....
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents).....
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).....

Tientsin.....
Manila, Iloilo and Cebu.....
EUROPE, &c., India via Tuticorin.....
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents).....

Shanghai.....
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA,
VICTORIA and VANCUVER, B.C.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).....

Kobe, Yokohama, Victoria and Vancouver, B.C.
TO-DAY.
Sale, Furniture, Sales Rooms, Mr. V. Remedios, 2.30 p.m.
Sale, Furniture, No. 3, Caine Roul, Mr. Gee, P. Lamant, 2.30 p.m.
Sale, Steam Launch, Douglas SS. Co.'s Wharf, Messrs. Hughes & Hough, 3 p.m.
Variety Performance, City Hall, 9 p.m.

TO-MORROW.
Meeting of the Public & Memorial to the late Queen, Council Chamber, noon.

COMMERCIAL.
CLOSING QUOTATIONS.

12th August.

ON LONDON.—
Telegraphic Transfer 1/11
Bank Bills, on demand 1/11
Bank Bills, at 30 days' sight 1/11
Bank Bills, at 4 months' sight 1/11
Credits, at 4 months' sight 1/11
Documentary Bills, 4 months' sight 1/11

ON PARIS.—
Bank Bills, on demand 2/42
Credits, at 4 months' sight 2/47

ON GERMANY.—
On demand 1.97

ON NEW YORK.—
Bank Bills, on demand 47
Credits, 60 days' sight 47

ON ROMA.—
Telegraphic Transfer 1454
Bank, on demand 1454

ON CALCUTTA.—
Telegraphic Transfer 1454
Bank, on demand 1454

ON SHANGHAI.—
Bank, at sight 731
Private, 30 days' sight 731

ON YOKOHAMA.—
On demand 6 p.c. pm.

ON MANILA.—
On demand 31 p.c. pm.

ON SINGAPORE.—
On demand 1 p.c. pm.

ON BATAVIA.—
On demand 117

ON HAIKONG.—
On demand 11 p.c.p.m.

ON SAIGON.—
On demand 14 p.c.p.m.

ON BANGKOK.—
On demand 60

SOVEREIGNS, Bank's buying Rate 810
GOLD LEAK, 100 fine, per tael 353.25
GOLD SILVER, per oz. 267

OPTIMUM.

12th August.

Quotations are—Allow's not to 1 catty.
Malwa New \$860 to \$870 per picul.
Malwa Old \$880 to \$890 "

P. P. Paper-wrapped \$810 to —
Porcupine fine quality \$830 to —

Pearl extra fine — to —
Patna New \$890 to — per chest.

Patna Old \$870 to —
Bamra New \$890 to —

Bamra Old \$845 to —

VESSELS EXPECTED.

THE AMERICAN MAILS.
The T.K.K. steamer *Nippon Maru*, with the mails, &c., left Shanghai for this port on the 12th inst., at daylight.

The P.M. steamer *Peru*, with the mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 25th ult.

THE ENGLISH MAIL.
The P. & O. steamer *Paramata* left Singapore for this port on the 11th inst., at noon with the outward English mails, and is due here on the 16th inst., at about 8 a.m.

THE GERMAN MAIL.

The Imperial German mail steamer *Prinz Heinrich*, carrying the German mails with dates Berlin of the 22nd ult., left Colombo on the 10th inst., a.m., and may be expected here on or about the 20th inst.

The Imperial German mail steamer *König Albert* left Kobe via Nagasaki and Shanghai on the 11th inst., p.m., and may be expected here on or about the 20th inst.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of India* left Vancouver on the 30th ult., p.m., for Hongkong via the usual ports of call.

THE HONGKONG DAILY PRESS, TUESDAY, AUGUST 13TH, 1901

JOINT STOCK SHARES.

Hongkong, 12th August.

COMPANY.	Paid Up	QUOTATIONS.
Hongkong & Shantung Co.	\$125	300 p. st. prem. \$302, sel. L. 100, 200, 100.
China & Japan, ordy.	21	160, 60.
Do, deferred	21	25, 60.
Natl. Bank of China	28	\$24, buyers
A. Shares	24	\$28, buyers
B. Shares	41	15, sellers
F. Shares	41	\$10.
Bell's & Davies E. & Co.	10	\$23, buyers
Campbell, Moore & Co.	15	\$30, sellers
Chase, Morgan & Co., Ltd.	20	\$20, nominal
China Light & Power Co.	20	\$10.
China Prov. L. & M.	10	\$92, sales & sellers
China Sugar	10	\$15, sellers
China Companies	500	\$1,000, sellers
Aluminium Co.	500	\$50, sellers
Philippine Tobacco Co.	500	\$50, sellers
Teek Co., Ltd.	100	\$10.
Cotton Mills	100	100, 200, sellers
Evo	100	100, 200, sellers
International	100	55, sellers
Lou Lou King Mow	100	100, sellers
Soyches	100	80, sellers
Yankee	100	50, sellers
Hongkong Electric	100	50, buyers
H. H. L. Tramways	100	60, buyers
Hk. Steamer Waterboat Co., Ltd.	100	60, buyers & sellers
Hongkong Hotel	100	50, sales
Hongkong Ice	100	50, sales
H. K. W. Hart & G.	100	50, sales
Hongkong Rope	100	50, 120, sellers
H. W. Dock	200	50, 120, sellers
Insurance	100	60, 120, buyers
Canton	100	100, sellers
China Fire	100	100, sellers
China Traders	100	100, sellers
North China	100	100, nominal
Straits	100	100, nominal
China	100	100, nominal
Yangtze	100	100, nominal
Land and Building	100	100, nominal
Hongkong Land Inv.	100	100, nominal
Hankow Estate	100	100, nominal
Kelang Land & R.	100	100, nominal
West Point Building	100	100, nominal
Lucas Sugar	100	100, nominal
Manila Invest. Co., Ltd.	100	100, nominal
Mining	100	100, nominal
Charbonnages	250	\$225.
Juliet	50	50, sellers
Queen's Mines, Ltd.	250	4 cents, sales
Olivier Mines, Ltd.	50	nominal
Do	50	50, sellers
Punjab	50	50, sellers
Do, Preference	50	50, sellers
Raids	100	100, buyers
New Amyo Dock	100	100, buyers
Oriente Hotel, Manila	100	100, sellers
Powell, Ltd.	100	100, nominal
Robinson Piano Co., Ltd.	100	100, nominal
Steamer Cos.	100	100, nominal
China and Manila	100	100, sellers
China Mutual	210	212.
China Ordinary	210	212.
Do	25	27.
Douglas Steamship	50	50, sellers
H. Canton and M.	15	15, 200, sellers ex-div.
Inde-China S. N.	210	100, sellers
Shell Transport and Trading Co.	21	120, 60, sellers & coll.
Star Ferry	100	100, buyers
Tebrain Planting Co.	50	50, sellers
United Asbestos	50	50, 100, sellers
Do	10	10.
Universal Trading Co., Ltd.	20	200, buyers
Wanchai Warehouses	20	nominal
Watkins, Ltd.	20	100.
Watson & Co., A. S.	20	100, sellers
VERNON & SMYTH, Brokers.	100	100, buyers

VISITORS AT HOTELS.

HONGKONG HOTEL.	
Mr. D. Anderson	Mr. J. Kirkwood
Mrs. Angu	Mr. N. Lazarus
Mr. H. Arnold	Mr. Lebron
Mr. J. D. Auld	Mr. W. M. Levinsahr
Mr. S. Bailey	Mr. & Mrs. Lincoln
Mr. F. C. Barringer	Major R. E. Littledale
Mr. J. Black	Mr. & Mrs. W. M. Long
Mr. A. B. Bowers	Mr. D. Macdonald
Mr. J. Brown	Mr. J. W. S. nichors
Major R. B. Brown	Mr. Murdoch
Mr. E. Bratt	Mr. E. Martin
Miss L. Buchan	Mr. F. Maxwell
Mr. B. Bullock	Mr. J. McWilliams
Mr. B. Blundell	Mr. & Mrs. Monoki
Mr. B. Blundell	Mr. Michael
Mr. B. Blundell	Mr. W. Parritt
Mr. B. Blundell	Mr. M. Pirion
Mr. B. Blundell	Mr. S. D. Pirry
Mr. B. Blundell	Mr. A. J. Pitcher
Mr. B. Blundell	Lieut. W. A. Quennell
Mr. B. Blundell	Dr. L. R. Reed
Mr. B. Blundell	Mr. A. Reid
Mr. B. Blundell	Mr. W. Robertson
Mr. B. Blundell	Mr. C. Schow
Mr. B. Blundell	Mr. P. W. Sergeant
Mr. B. Blundell	Mr. R. W. Smith
Mr. B. Blundell	Capt. Smth
Mr. B. Blundell	Mr. R. G. Smithers
Mr. B. Blundell	Mr. J. R. Stevens
Mr. B. Blundell	Mr. L. Steward
Mr. B. Blundell	Mr. D. G. Taylor
Mr. B. Blundell	Miss R. H. Thomas
Mr. B. Blundell	Mr. R. K. Thompson
Mr. B. Blundell	Dr. & Mrs. J. C. Thomson
Mr. B. Blundell	child
Mr. B. Blundell	Mr. H. M. Tibby
Mr. B. Blundell	Mr. G. H. Wakeman
Mr. B. Blundell	Mr. & Mrs. Frank W.
Mr. B. Blundell	Watte
Mr. B. Blundell	Mr. W. J. G. Whitley
Mr. B. Blundell	Mr. & Mrs. A. W. Williamson and child
Mr. B. Blundell	Mr. J. Williamson and child
Mr. B. Blundell	Mr. T. E. Woodward
Mr. B. Blundell	Mr. J. Woolley

PEAK HOTEL.

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